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(S) NATIONAL RECONNAISSANCE OFFICE  
WASHINGTON, D.C.

OFFICE OF THE DIRECTOR


MAR 17 1967

MEMORANDUM FOR DIRECTOR, CIA RECONNAISSANCE PROGRAMS  
DIRECTOR, PROGRAM D

SUBJECT: Oxcart Phase Down

Forwarded herewith for implementation and further dissemination  
as required are DNRO Scope Cotton Decisions Numbers 1 through 9.

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ALEXANDER H. FLAX  
Director

9 Attachments

NRO Review  
Completed.

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DNRO Scope Cotton Decision No. 1

Cross Reference Action Items: 3011, 3012

A decision has been made that the Tagboard Drone program will be

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[ ] thru December 1967, then transfer to another location.

While a final decision has not been made on this other location, interim planning should be based on Beale AFB. Specific requirements and asset availabilities associated with such a move are to be identified, altho this does not in itself constitute authority to initiate action incident to a move, nor preclude continued examination of other locations.

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DNRO Scope Cotton Decision No. 2

Cross Reference Action Items: 1001, 1008, 1013, 3007

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With respect to future planning against Oxcart assets physically at Kadena and flyaway kits  for deployment, it is presently anticipated that the assets should be maintained at current levels thru at least December 31, 1967. Stocks should not be reduced by transfer for other uses; neither should the levels be increased. This does not preclude replacement of items which become obsolete or sub-standard.

These Kadena assets are to be available for potential Oxcart deployment, and to the extent of commonality, for possible SR-71 deployment. However, a decision has not yet been made that SR-71 deployment readiness should commence.

This Scope Cotton decision is established primarily to facilitate the determination of SR-71 net asset requirements and costs in the event a determination is made that SR-71 deployment readiness from Kadena should be established. For the time being, this in effect excludes Kadena assets from planning for asset applications against Oxcart operations other than Black Shield thru December 1967, or redistribution to other potential program users for the foreseeable future.

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DNRO Scope Cotton Decision No. 3

Cross Reference Action Items: 1015, 3003, 4003, 4004

Further examinations and recommendations with respect to potential redistribution of Oxcart aircraft engines are to assume that at least twenty YJ-58 engines will be retained for the stored Oxcart aircraft. Further refinement of this number will be made, but in any event will not exceed 36 YJ-58 engines. Against the present determination of at least 20 engines, ten of these should be in serviceable condition (defined for this purpose to be at least 50 hours remaining on the engine before scheduled TBO overhaul) when placed in storage, and the other ten may be in reparable condition. Engine overhaul schedules are to consider this requirement.

Decisions with respect to YF-12 engines will be issued as soon as the future of the program is determined.

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DNRO Scope Cotton Decision No. 4

Cross Reference Action Items: 3001, 3002, 3003, 3005, 3006, 3022,  
4003, 4004, 4005, 4006

To the extent that reparable Oxcart items determined to be  
excess to Oxcart requirements are turned into   
for potential redistribution to other programs, the  will not  
automatically repair such items. When a specific user has been  
identified, such user will be responsible for funding any required  
repair. This includes engine overhauls.

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DNRO Scope Cotton Decision No. 5

Cross Reference Action Items: 1019, 3023

Incident to planning for the permanent storage of Oxcart aircraft, the following specific decisions will apply:

1. No airframes will be cannibalized for parts.
2. Engines are to be retained as specified in Decision No. 3.
3. Guidance equipment, cameras, airborne electronics equipment, and pilot equipment are to be retained in at least the minimum quantities and types to support the stored aircraft. Quantities and types to support 5 operational type aircraft are to be in serviceable condition when placed in storage; the others may be in reparable condition. This does not preclude or modify actions to determine the proper types of equipment required, such as the camera choices. It also does not preclude the identification of assets excess to the Oxcart program which may be useable for other programs.

4. With respect to those spares common to the A-12 and SR-71, the residual assets  after A-12 operations are terminated are to be turned in to the , which may issue these assets for use by the SR-71 program, with the qualification that sufficient stocks must be maintained on hand at all times to support at least 5 operational-type A-12 aircraft.

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5. With respect to those spares and AGE peculiar to the A-12, depot and base stocks can be drawn down to a level of minimum support for 5 operational-type aircraft. These residual spares and AGE will then be retained for the stored A-12 aircraft.

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DNRO Scope Cotton Decision No. 6

Cross Reference Action Items: 1013, 1015, 1020

Oxcart flying hour support requirements for FY 1968 are to be based on not to exceed 240 hours for the first quarter and 180 hours for the second quarter, including trainer and test aircraft. This is not to be construed at this time as prejudging the schedule for storage of aircraft nor the Oxcart aircraft to be supported during this period. A future decision will cover these aspects.

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DNRO Scope Cotton Decision No. 7

Cross Reference Action Item: 3018

Effective July 1, 1967, responsibility for follow-on contracting for J-58 Engine Product Improvement will be transferred from CIA to AFSC/SPO. CIA will continue the administration of current contracts to completion.

At this time, it is expected that any follow-on contracting and funding for YF/F-12 aircraft, starting in FY 1968, will be entirely thru Air Force channels, and not involve CIA.

This is not to be construed as prejudging the effective date of an SR-71 contracting and funding transfer.

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DNRO Scope Cotton Decision No. 8

Cross Reference Action Items: 1015, 3003, 4003, 4004

As a general policy, Oxcart serviceable spare engines should be used to support Oxcart operations thru December 1967, in lieu of contractor overhaul, to the extent practicable. Planning against this policy must consider the flying hour program (Decision 6), the FY1967/1968 assumed TBOs, premature failure experience, and the requirement at this time to end at December 31, 1967 with 10 serviceable engines for storage (Decision 3), versus the serviceable condition of installed and spare engines.

This general policy assumes that except for the 10 serviceable engines for storage by December 31, 1967, all other engines may be in reparable condition by that date. To the extent other using programs may then requisition engines which are excess to Oxcart storage requirements, it will be expected that such using programs will pay for any required overhauls or other costs involved (such as transportation, inspections, base repair, and parts).

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DNRO Scope Cotton Decision No. 2

Cross Reference Action Items: 3001, 3002, 3005, 3006, 3007, 4005, 4006

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In connection with current Oxcart support assets at the [REDACTED]

[REDACTED] base stocks initially excluding Kadena and Kadena support at [REDACTED], and those assets to be delivered during the remainder of CY 1967, the priority of applications for usage or redistribution will be as follows:

1. Use assets to the maximum extent possible for Oxcart operations in lieu of new procurement, after consideration of the instructions in Decision 5.

2. When identifications of excess Oxcart support assets (spares, AGE, buildings, and other property except airframes and engines) are made, first priority for redistribution will be to other NRO programs, particularly to the U-2 and Tagboard programs.

3. Second priority for redistribution will be to the SR-71, the YF/F-12 programs (assuming program approval) and the Lightning Bug/Compass Arrow-type drones.

4. The preceding applies to direct Oxcart support assets which were either NRO or Air Force procured. Indirect Air Force-provided Oxcart support such as vehicles, chase aircraft etc., will be returned to the Air Force for its redistribution determinations.

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